



City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Goran Sparrman, Interim Director

May 16, 2014

To Whom it May Concern:

The Seattle Department of Transportation (SDOT) is managing an innovative project, called the **Commercial Vehicle Pricing Pilot**, to evaluate process, pricing, and technology options for Commercial Vehicle Load Zones (CVLZs). It is designed to improve access for commercial vehicles at designated load zones using new technology and pricing measures. We want you to know about the Pilot project, and we are seeking your input into proposed program changes. **Permit eligibility and CVLZ use are likely to change for many users.** If adopted, the changes will be made for the 2015 annual permit, which will be issued in fall 2014.

The **Commercial Vehicle Pricing Pilot** is testing new strategies for improving management of CVLZs in downtown Seattle. Our project will install parking sensors that detect when vehicles come and go and can broadcast availability, as well as vehicle identification equipment, which recognize the type of vehicles. The project website is www.seattle.gov/transportation/parking/CVLZpilot.htm.

At the project outset, we are proposing several changes to improve the program and ensure we are meeting the core goal of facilitating loading and unloading of commercial goods. In 2013, SDOT studied how CVLZs were used, showing that they are often occupied illegally by passenger vehicles that have other parking and loading options. Even if there for one minute, a passenger vehicle in a CVLZ can impact delivery logistics.

We are seeking feedback on proposed changes to make CVLZs more efficient. The proposed changes are listed on the back of this page. **Please provide feedback on these proposed changes by taking a short survey at <https://www.surveymonkey.com/s/CVLZ> by May 31, 2014.**

Our next steps are to consider your comments and continue to research policy and technical options. We will then propose legislative changes to city law. If we move forward, we expect to submit legislation to the Seattle City Council this summer. We will also start our procurement process for the technology equipment. If you have any comments or questions about our project, please contact Mary Catherine Snyder at SDOT at 206-684-8110 or marycatherine.snyder@seattle.gov.

Sincerely,

Mike Estey, Manager of Parking Operations and Traffic Permits

Proposed Changes:

Issue	Changes proposed	Comments
Permit eligibility:	<p>Change eligibility requirements to be only truck licensed vehicles that are the following:</p> <ol style="list-style-type: none">1) At least 10,000 pounds gross vehicle weight rating (GVWR) per vehicle registration <p>Or, all of the following:</p> <ol style="list-style-type: none">1) Permanent modification to only contain a single row of passenger seats2) Permanently display the business name on both sides of the vehicle in at least two-inch lettering3) At least 14 feet in length	<p>It is currently possible to obtain a CVLZ permit for any vehicle type. Most passenger cars have other loading options whereas commercial trucks and larger vehicles do not.</p>
Permit display requirements:	<p>Display of a Commercial Vehicle Load Zone Permit will be required to use designated CVLZs in parts of downtown Seattle</p>	<p>Current CVLZ rules allow commercial vehicles to pay by use at the pay station instead of purchasing an annual permit. Requiring a permit improves enforcement so that it is easier to identify whether a vehicle is allowed to use the CVLZ or not. This might mean that the transferable permit would no longer be available. Payment at the pay station <u>in lieu</u> of having a permit would no longer be allowed. Signage in the specified parts of downtown will be changed.</p>
CVLZ restricted hours:	<p>Change CVLZs in parts of downtown Seattle to be twenty-four hours per day, Monday through Saturday</p>	<p>CVLZ hours today generally follow the paid parking hours. In downtown, this is 8 AM to 8 PM. This proposed change would improve zone access in off-peak hours to allow for ease of delivery during late evenings and early mornings. It would also allow for improved use of the zones by vehicles over 30 feet in length, which are restricted on downtown streets from 6 AM to 7 PM. Signage in the specified parts of downtown will be changed.</p>